

Germans and Austrians Driving With Full Force Against Russians

would have to depart within twenty-four hours. The commander said positively that the vessel had not come for coal only, and his intentions were not to depart within the twenty-four-hour limit.

Two English vessels, carrying horses for the armies of the allies, at first hesitated about leaving port tonight, but when it became evident that the German would not depart at once, the two English ships steamed out of Hampton Roads and put to sea.

Collector Hamilton will examine carefully into the details of the sinking of the American sailing ship William P. Frye by the Eitel Friedrich, which occurred in the South Atlantic, off the River Plate, on January 28. The collector began the inquiry tonight, when he took a statement of the master of the Frye, who had come ashore. All of the members of the crew of the Frye remained on the Eitel Friedrich to-night, and will be brought ashore and examined by the collector tomorrow. The collector will also call upon the captain of the Eitel Friedrich to give a detailed statement of the sinking of the Frye and his reasons therefor.

Collector Hamilton has requested the commander of the German vessel not to use his wireless apparatus while in port. Collector Hamilton tomorrow will permit to be landed and delivered to the port authorities to be forwarded to New York some 100 sacks of mail taken from the steamer Florida, which is bound from Havre to South American ports.

Collector Hamilton is under instructions to permit all passengers of the Eitel Friedrich to land under the supervision of the immigration authorities.

VIGOROUS PROTEST

OF AMERICAN FUTURE

H. H. Kiehne, of Baltimore, is the master of the American ship, William P. Frye, and after leaving the Eitel Friedrich with Customs Collector Hamilton to-day, he told a dramatic story of his experience. With him were his wife and two children.

"Despite my protestations that I was the American master of an American ship, the German cruiser Eitel Friedrich sank the William P. Frye on the morning of January 28, blowing a gaping hole through her vitals with a charge of dynamite," said Captain Kiehne.

"I was almost becalmed when the German ship appeared about 2 o'clock in the afternoon of January 27. My ship was barely moving, and I paid no attention to the first order from the Dutchman to lay to. However, she bore down on me, and I brought my craft to a standstill. After learning that I carried a cargo of wheat, the German captain told me that it was contraband, and he intended to destroy it. I protested, but no attention was paid to my statements.

"A German officer and squad of men were sent aboard the bark, and I and my crew were set to work throwing the grain overboard. The German sighted another vessel, also becalmed, and made for her. He returned about 10 o'clock at night, having sent the other ship to the bottom, as I afterward ascertained.

"Evidently the grain was not being thrown overboard fast enough to suit the German skipper, for he sent a half hundred of his men aboard soon afterwards, and the work went on for hours without interruption. However, it was slow at best, and I was informed about 2 o'clock next morning that my ship would be sent to the bottom, which was done in the manner indicated above.

"It was originally the intention of the German captain to leave enough of the cargo in the hold of the ship for ballast, but the rest of the grain was to be rendered useless by salt water.

PROCEEDS IN COAST

WITH ALL LIGHTS OUT

"As soon as I was informed that my ship was to be sent to the bottom, I, my wife and two boys and the crew made for the German warship in our boat. We were then surrounded and shown every bit of our property and the remainder of the voyage. For two weeks before making this port, the German ship captured no ships of any kind, and always avoided them, not wishing to give the English cruisers any wind of her intentions. She proceeded slowly up the coast, all lights being kept out, being carefully shaded.

"Last night while hearing the tapes, the wireless apparatus on board the German ship appeared as at that time there were four English warships in the immediate vicinity, two of which seemed very close. However, we eluded them and made this port in safety."

An officer of the German cruiser stated that a black hull was seen in the darkness about the time the wireless gave notice of the proximity of the English man-of-war. Many were of the opinion that it was one of the English ships, but nothing came of the matter.

Captain Kiehne asked about other matters, said:

"The Eitel Friedrich sent three ships to the bottom on the Kaiser's birthday, the day on which the American bark was overhauled. He did not remember their names.

The William P. Frye of Bath, Me., was owned by Arthur Sewall & Co.

When overhauled by the German cruiser, the Frye was bound from Seattle to Queenstown with a cargo of wheat for orders.

Captain Kiehne has made several trips from Newport News and is well known in shipping circles here.

The captain's wife stated this afternoon that she and the children were a little frightened when overtaken by the German cruiser. However, she said that her fears were allayed when she went aboard the cruiser, the officers and men making every effort to give them all possible comfort.

As soon as the Eitel Friedrich, with her 350 souls, had anchored here, collector Hamilton and aides went aboard the ship and first-class passengers from the French passenger steamer Florida, together with the captain of the eight destroyed ships, were brought to Newport News. With them were brought several officers of the German vessel, among them the chief paymaster, August Lousseau. This man to-night had a plain, guarded statement to make of the wonderful warlike cruise of the ship as he sat in the office of the customs collector waiting orders for his commander. The final order he took to the ship to-night from Collector Hamilton was the instruction to the commander that the ship could only

remain in port for repairs to such an extent as to make her seaworthy unless she intends. The German paymaster also carried the word that American officers would make full inquiry of Commander Thierichens to-morrow of his sinking of the American sailing vessel.

SEEMS TO REFLECT

NO GLAMOUR OF HEROICS

Before leaving for his ship Paymaster Lousseau, in telling of the career of the Eitel Friedrich, sought to reflect no glamour of heroics.

"Why did we leave the Pacific after our long cruise?" the paymaster asked. "Because we found little to do in the South Pacific. We were after merchantmen, and for five days we cruised about in the Pacific and saw nothing. When we reached the South Atlantic we had better luck. We were surprised not to find British ships in the Atlantic. Where were they all? It is true that we heard British wireless talking, and we were glad of that, because until fourteen days ago we had no news. Then we got considerable from British wireless, but the trouble was it was all from the English side."

Desire for news was the only emotion that appeared to stir the German officer. He expressed surprise that any of the Emden crew had reached shore, and disclaimed all first-hand knowledge of the big battle off Chile and the Atlantic.

"We were alone," he said, "and we worked for ourselves."

COMMENCE IS DESTROYED

IN BUSINESSLIKE WAY

It was a business matter, the paymaster indicated, and he implied that it was done in a businesslike way.

"Of course, we would have attacked any other converted vessel of our class," he explained, "but we had no armor plate, and so we avoided warships."

And while the Prinz Eitel Friedrich talked about her business of interfering with her enemies' business in a businesslike way, the crew and passengers dined well, according to their testimony.

"Like a hotel," said a French second-class passenger. "Of course," he added, "not French cooking, but all one could ask."

"We are awaiting admiralty orders," was the officer's response to the suggestion that he might not leave immediately. "They are coming from Berlin by way of the Washington embassy."

The sinking of the Frye, like the rest of the Eitel's seizures, was looked upon by the officer as all in a day's work.

"She took the chance," he said. "She was carrying contraband to the enemy."

The captain of the Florida has telegraphed the officers of the Campanie Generale Transatlantique for passage to New York, whence the passengers will be transported to their respective South American destinations. Not a single piece of baggage was lost when the Florida was sunk. She was hauled at 9 o'clock in the morning, and by 2 o'clock crew, bag and baggage were safe on the Eitel Friedrich.

MANY NATIONALS HAVE

REPRESENTATIVES ABROAD

When the German cruiser entered this port all souls on board were in good humor and admitted that they had been well catered for. The cruiser might well have been flying many flags because she had on board Germans, Russians, Frenchmen, Englishmen, Irishmen, North Americans, South Americans, Portuguese, Christians and others.

All except the ships officers and crew being carried away, which the cruiser had captured and sunk in the waters of the Pacific and the Atlantic. There were men, women, children and a litter of puppies born while the ship was enroute. The captives had been allowed to bring their belongings on board, and these were piled on the decks and there, while emigrant women squatted around some with infant children in their arms. Boys and girls played in and out between parcels of baggage and made merry, while an infant only a few months old slept quietly in its mother's arms.

But all hands were an expression of relief that the voyage was ended, and that no harm had come to the ship or any members of her company.

Captain Thierichens reported his men in fine condition and said that there had been no sickness, nor any death on board since the voyage began. He received American Collector Hamilton and his staff with cordiality. When the collector's party arrived the officers were at lunch in the saloon and an orchestra struck up Germany's national air.

HAMILTON CONFERS

WITH GERMAN COMMANDER

Collector Hamilton was ushered into the commander's quarters, and conferred with him at length. The main question discussed was the time the commander intended to remain in port. The commander stated that he had certain repairs to make, and he could not say how long that would take.

After his interview with the commander, Collector Hamilton consented to take the masters of the captured vessels ashore, and the launch with her strange cargo of human freight arrived at the pier about 3 o'clock.

Among the passengers, first-class, taken from the French Florida were: Paul Messier, of Paris and Buenos Aires, a merchant with his family; Nicholas Gabriel, Joseph Khoury, Marie LaTulke, Tron Aubard, Augustine Bascalla, Louis Boucher, Amparis Corio, Amelia Leley, G. Ruffine, L. Samir, wife and their children; Jane Blake, M. Lohme and Dr. Albert Crasmire, of the Florida. These were quartered in hotels here to-night under instructions from Washington.

CAPTAIN KIEHNE MAKES

SUPPLEMENTAL STATEMENT

Captain H. H. Kiehne, of the American sailing bark Frye, which was sunk by the German cruiser Eitel Friedrich, in a supplemental statement to-night after his talk with Collector of Customs Hamilton, said that his ship was valued with its supplies at about \$260,000, and that the cargo of wheat was worth \$60,000.

"After his ship rounded Cape Horn," he said, "he reached a position in latitude 25° 45' south and longitude 24° 50' west, when on the morning of January 27, the German cruiser appeared on the

WHAT WARRING NATIONS CLAIM IN THEIR OFFICIAL STATEMENTS

French

PARIS, March 10 (via London).—The report from the War Office this afternoon is as follows:

"North of Arras, in the region of Notre-Dame-de-Lorette, the night was quiet, and the situation is unchanged."

"The importance of our progress yesterday in Champagne is confirmed. A violent German counter-attack made on ridge 195 was vigorously repulsed, and we gained a little ground along the road from Perthes to Tahure. On the hill northeast of Meuse our infantry, after having carried the German works mentioned in the last communication, reached a hill beyond."

"In the Argonne, at Fontaine Madame, we demolished a blockhouse, and pushed our trenches eighty meters forward. Between Four de Paris and Belhutte the enemy, attacking at 4 P. M., took from our trenches we had captured in the morning. However, a fresh attack gave us possession of them once more. The enemy then attacked again, and according to the latest information, the fighting continued."

The following official statement was issued by the French War Office to-night:

"In Belgium, the town of Nieuport has been very violently bombarded with forty-two centimeter guns."

"Between the Lys and the Canal of La Bassée, the British army, supported by French heavy artillery, has achieved an important success. It has carried the village of Neuve Chapelle, to the east of the road from Estaires to La Bassée, and has progressed to the northeast of this village, in the direction of Aubers, and to the southeast in the direction of the Bois de Riez."

"It has taken 1,000 prisoners, among whom are several officers, and has captured also some machine guns. The German losses were heavy."

"In the Champagne region the enemy on various occasions on the night of March 9-10 and in the day of the 10th counterattacked with great violence, but did not gain an inch of ground. We have consolidated, and broadened our positions on the ridges which we seized, inflicting very heavy losses on our assailants."

"On the heights of the Meuse our artillery has completely demolished a number of the enemy's trenches."

"There is nothing to report on the east front."

The following official statement was issued to-night:

"As the Italian government has recalled categories of its reservists, the French government has given liberty to the Fourth Regiment of the Foreign Legion, to which the Garibaldians belong."

German

BERLIN, March 10 (via London).—German army headquarters to-day gave out this report:

"In the western arena: The military activity has been restricted generally by snow and cold weather, and in the Vosges it had to be almost entirely discontinued. Only in the Champagne region has the fighting continued. At Souain, after protracted fighting at close quarters, the Bavarian troops were victorious."

"To the northeast of Le Mesnil the enemy at certain points temporarily penetrated our lines. After a determined night engagement with French reserves, which had been hurried up in support, and which were prevented from attacking by our counterattacks, we finally dislodged the enemy from his positions."

"In the eastern arena: A renewed attempt on the part of the Russians to advance on Augustow resulted in failure. The fighting to the northwest of Ostroloka continues. The fighting to the northwest and the east of Przemyśl is assuming an aspect favorable to us, and our attack to the northwest of Nowomyslno is progressing."

With the battle of to-day and those of the last few days the winter battle in Champagne has come to an end, and no future events can change anything in the situation."

Russian

PETROGRAD, March 10 (via London, 9:20 P. M.).—The following official communication was issued to-day:

"In the region of Suwalki our offensive continues with success. Near Sennoy and Kransopol our cavalry took about 200 German infantrymen prisoners."

"Yesterday and the day before the enemy fired a large number of twelve-inch shells at Ossowetz."

"There was a serious artillery engagement along the entire front on the right bank of the Narew River. From Khorjole toward Prasnysz and along the river Orzitz the enemy attacked with considerable forces made up of troops drawn from the region of Grodno and of men brought from the region of Germany."

"On the left bank of the Vistula, in the region of the Pilica River, our counterattacks were successful, despite lively resistance. We captured several hundred prisoners and took some machine guns. We continued to advance."

"Near Lepusheko we repulsed day and night attacks, which the Germans delivered in close formation. On the Dunajle there was a heavy bombardment."

"In the Carpathians the Austrians delivered numerous attacks along the entire front from Gorlice as far as the Uzkok Pass, but they all were beaten back with heavy losses."

"There have been no important changes in Eastern Galicia."

Austrian

VIENNA, March 10 (via London, 11:10 P. M.).—The following official statement was issued by the War Office to-night:

"In Russian Poland vigorous fighting continues."

"In Western Galicia our troops have captured still more ground south of Gorlice. In storming one trench, more than 200 prisoners were taken."

"Slighting conditions being more favorable yesterday, our artillery had an evident success in some sections of the Carpathian front. The line close to our front, which had been occupied by the enemy, was evacuated by him, owing to the flanking fire of our artillery. The enemy sustained severe losses. At one position on this front we captured 300 prisoners and much war material."

"Calu prevails in Southeast Galicia. North of Nadworna an attack by an inferior Russian force was repulsed; at other points several advancing Russian battalions were repulsed and in the pursuit 150 men were captured."

"Nothing has happened in Bukovina recently. On the northern bank of Pruth, near Czernowitz, only skirmishes have occurred."

transferring the passengers and baggage to the warship. Bombs failed to sink the ship, and guns from the Prinz Eitel finished her early next morning.

Captain Kiehne, of the British steamer Mary Ada Short, said his ship was captured at 9:30 o'clock February 18, and the vessel was sent to the bottom, after the crew and baggage were transferred to the German cruiser. The Mary Ada Short carried 6,000 tons of yellow maize, and was en route from Rosalia to the United Kingdom, via St. Vincent. The capture took place at longitude 54° 50' south, latitude 23° 20' west, a point off Pernambuco, Brazil. Captain Kiehne said that twenty boarding crew from the Prinz Eitel put a charge of dynamite in the hold of his vessel and literally blew her bottom out. This did not sink her, owing to the nature of her cargo, and several shells were fired into the hull, making short work of the wreck.

BARK IS BECALMED

WHEN CRUISER CAME UP

Captain Erickson, of the bark Isabella Brown, said:

"I was becalmed in the South Atlantic, 30° 50', 24° 50', when the German cruiser came in sight shortly after dusk on the evening of January 26. After a little parleying, the German captain told me the ship would be sunk. He said the crew would be allowed to leave with their principle belongings. A dynamite bomb was placed in the bottom, and within a few moments the Isabella had plunged beneath the waves."

When overhauled, Captain Erickson said he was bound from Toltel, Chile, for the English Channel.

Captain King, of the bark Invercoe, said his crew and their principle belongings were transferred to the Prinz Eitel at noon February 12, and at 3:30 the vessel was sent to the bottom with an explosion of dynamite. Captain King said that, of his crew of twenty-three men, six are under detention on the German warship, because they refused to sign an agreement not to take up arms against the triple alliance as a condition of release.

CAPTAIN ROY-ED COMING

TO ADVISE COMMANDER

Late to-night word was received here that Captain Roy-Ed, naval attaché of the German embassy at Washington, would arrive here to-morrow to advise with the commander of the Eitel Friedrich regarding her status in American waters, and also with relation to official statement to be made to the collector of the port here by Commander Thierichens regarding the sinking of the American sailing bark William P. Frye. The collector of the port said at midnight that he would board the Eitel Friedrich again at 11 o'clock to-morrow by appointment with Commander Thierichens.

REFUSES TO DISCUSS

ACTION TO BE ADVISED

NEW YORK, March 10.—Captain Roy-Ed, German naval attaché, declined to discuss to-night what action would be advised in the case of the Prinz Eitel Friedrich.

LIBEL PROCEEDINGS

MAY BE INSTITUTED

NEW YORK, March 10.—D. P. Dearborn, local agent for Arthur Sewall & Co., owners of the William P. Frye, had not heard directly from Captain Kiehne late to-day.

Mr. Dearborn said it was possible libel proceedings might be instituted against the Prinz Eitel Friedrich.

FIVE LEFT SEATTLE

WITH 5,200 TONS OF WHEAT

SEATTLE, WASH., March 10.—The American steel ship William P. Frye, 3,274 gross tons, owned by the Arthur Sewall Company, of Bath, Me., left Seattle, November 6 with 5,200 long tons of wheat for Queenstown, and has not been reported since she passed Cape Flattery the next day.

Captain H. H. Kiehne had his wife and two small sons with him and a crew of thirty-one. The ship, built at Bath in 1901, was valued at \$150,000. The cargo was valued at \$252,000.

The Frye's manifest on file at the customs house here shows that she cleared for Queenstown and Palmyra for orders November 4, with 155,364 bushels of white Walls Wheat, and 2,276 bushels of red wheat. No other cargo is mentioned.

M. H. Houser, who loaded the boat at West Seattle elevator, says she had no other cargo of any kind.

WASHINGTON STIRRED

BY SINKING OF VESSEL

(Continued from First Page.) of the Treasury Department, on hearing from Collector Hamilton, hurriedly went to the State Department, where also Rear-Admiral Fiske and naval officers conferred as to the enforcement of neutrality regulations covering the case. A decision on the various points is expected to-morrow.

NEUTRALITY BOARD

ASKED FOR DECISION

Secretary Daniels transmitted the reports he received to the neutrality

SITUATION EVERYWHERE

FAVORABLE TO ALLIES

Not Since War Began, as England Sees It, Has Outlook Been So Bright.

ASCENDANCY IN WEST CLAIMED

Retirement of Field Marshall Von Hindenburg's Army From North Poland Said to Be Imminent by Many British Observers of Affairs.

LONDON, March 10.—As England sees it, not since the war began has the situation both on land and sea been more favorable to the allies than it is to-day. Confident opinions of this nature are finding constant expression in London.

Slowly but surely it is argued the allied fleet is creeping toward Constantinople, and thus opening another road to Berlin; the retirement of Field Marshal von Hindenburg's army from North Poland is said to be imminent by many British observers of affairs; in the west the allies claim the ascendancy all along the line, although no decisive engagements are being fought, while in the Balkans and in Italy, according to British interpretation of the political news, the majority is clamoring for intervention on the side of the allies.

CRISIS IN GREECE

TEMPORARILY BRIDGED

The crisis in Greece seems temporarily bridged by formation of a new cabinet, but whether the new Premier can control the Chamber of Deputies is causing much speculation here. Though official denial reports insist that a ministerial crisis also has arisen in Bulgaria.

Paris officially confirmed to-day that the Super Dreadnought Queen Elizabeth slipped into the Dardanelles proper on Monday, and bombarded the Turkish forts, another one of which on the European side has been partly demolished.

Petrograd dispatches say the German failure to reduce the Russian fortress of Ossowetz, together with the reported German defeat at Grodno and Prasnysz means definite abandonment of the German offensive in North Poland.

In Central Poland both the Russians and the Germans are attacking alternately with no appreciable change. The same is true in the Carpathians, and generally along the western front.

GERMAN SUBMARINE U-12

SUNK BY BRITISH BOAT

Out of Crew of Twenty-eight Men, Only Ten Are Saved—Statement by Admiralty.

LONDON, March 10 (5:50 P. M.).—The British admiralty announced to-night that the German submarine which was rammed and sunk to-day by the British torpedo destroyer Ariel, was the U-12, instead of the U-29, as previously stated.

The admiralty statement said: "Later and more detailed reports have now been received which established the fact that the German submarine which was rammed and sunk by H. M. S. Ariel was the U-12, and that out of her crew of twenty-eight, the number saved was ten."

The submarine U-12 was an older and smaller vessel than the U-29. She was of the class built in 1910-11. Her displacement was 250 tons, and she had a maximum cruising radius of 1,500 miles. She was armed with three eighteen-inch torpedo tubes and two one-pounder high angle guns. She had a speed of thirteen knots above water and eight knots submerged. The U-12 has taken an active part in the German operations against British shipping.

CHARLOTTESVILLE CONCERN AWARDED BIG CONTRACT

WASHINGTON, March 10.—The Secretary of the Treasury to-day awarded the contract for the construction of the Federal building at Tiffin, O., to the Colonial Construction and Supply Company, of Charlottesville. The building will cost \$1,100,000 and it is to be completed within fifteen months.

BRITISH COLLIER SUNK

The Beethoven Either Hits Mine or Is Struck by Torpedo.

LONDON, March 11 (1:05 A. M.).—A wireless dispatch from Berlin says a report has been received from Rotterdam that the British collier Beethoven, bound from New Castle for Gibraltar, has been sunk either by a torpedo or a mine.

Two of the crew are said to have been drowned. The others were saved.

WOMEN APPEAR AS OLD

AS THEIR HAIR

It is astonishing to see how much good-looking hair does toward producing a youthful appearance. It is astonishing also to realize how much the attractiveness of the hair is affected by the care we give it, especially in the matter of cleansing.

In washing the hair it is not advisable to use a makeshift, but always use a preparation made for shampooing only. You can enjoy the best that is known for about three cents a shampoo by getting a package of canthron from your druggist; dissolve a teaspoonful in a cup of hot water and your shampoo is ready. After its use the hair dries rapidly, with uniform color. Dandruff, excess oil and dirt are dissolved and entirely disappear. Your hair will be so fluffy that it will look much heavier than it is. Its luster and softness will also delight you, while the stimulated scalp gains the health which insures hair growth.



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